

Arrest Man Who May Solve Baff Murder Mystery

Fair To-Night and Thursday; Continued Cold.

FINAL
EDITION

The

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World.

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TWO OF KAISER'S FLEET REPORTED SUNK AFTER RAID ON BRITISH COAST TOWNS

VIEW OF ENGLISH CITY BOMBARDED BY GERMANS TO-DAY



ARREST MADE MAY SOLVE MURDER OF BARNET BAFF

Police Expect to Round Up To-Night Entire Gang Implicated in Slaying of Man Who Fought the Chicken Trust.

James Moore, a chicken handler employed in the yards of the D. L. & W. railroad at Hoboken, was arrested this afternoon by Detectives Allen and Toner of the Homicide Bureau and taken to Headquarters to be questioned about the murder of Barnett Baff three weeks ago.

Moore's arrest was made on an old warrant charging assault, but it was admitted by Capt. Carney that the Baff murder was behind his apprehension.

OLYMPIC GAMES IN 1916 ARE SOUGHT BY NEWARK

New Jersey City Wants Them in Conjunction With 250th Anniversary of Founding.

(Special to The Evening World.) NEWARK, Dec. 16.—Former Gov. Franklin Murphy announced to-day that the committee of one hundred arranging the celebration for the 250th anniversary of the foundation of Newark that plans are being made to have the 1916 Olympic Games, scheduled for Berlin, held in this city. The former Governor said he received assurance that the meet could not be held in Berlin, and that Newark will spend all the time and money necessary to bring the games to this city. It was also announced that a new hotel building, costing about \$1,000,000, will be erected for the celebration.

CHRISTMAS CHEER CHEAPER THIS YEAR

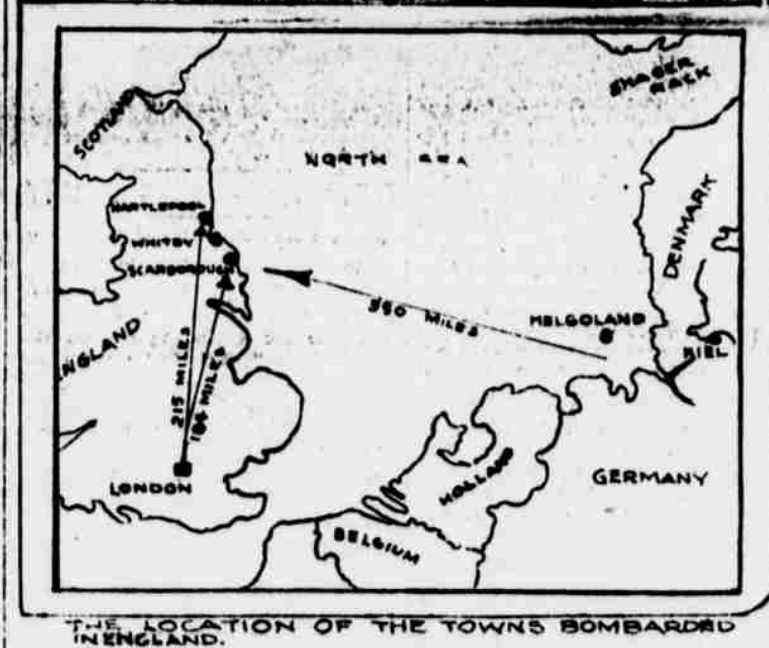
Turkeys, Cranberries, Celery, Holly and Xmas Trees Lower Than Last Season.

CHICAGO, Dec. 16.—Christmas will come cheaper this year, commission men announced to-day. Prices for practically all the Christmas trimmings are below what Dad paid last year. Turkeys should retail at 25 cents a pound or slightly lower, the commission men say. Cranberries and celery are cheaper than last year. The price of holly has been cut in two and Christmas trees are on the market in unusual abundance.

50,000 RESERVE FORCE FOR NAVY FAVORED

Assistant Secretary Roosevelt Says Nation Should Have Men Ready for War Emergency.

WASHINGTON, Dec. 16.—Assistant Secretary of the Navy Roosevelt told the House Naval Committee to-day that there are now 51,000 men in the Navy and he advocated having 50,000 to 55,000 additional in reserve for war times. Roosevelt elaborated on the shortage of men, pointing out that under confidential war plans of the General Board the navy to-day stands from 20,000 to 25,000 men short. In case of war these additional men would be needed not only on our ships but to man wireless stations or coast patrol duty, or merchant collectors, for shore service and other duty. Seven thousand men, he said, can be raised from the naval militia if all should volunteer. An investigation is under way to determine just how large a force of men could be drafted from the ranks of former navy men. Mr. Roosevelt said that this nation must make the service more attractive if it is to get more men. The navy is "down to the bone" on ships available for training purposes. He summarized the status of battleships in our navy as follows: Twenty-one in commission; three in reserve; six in ordinary; three out of commission. The Assistant Secretary contended that the navy's weakness is its inability to get ships ready to go into battle on short notice.



FIRE SWEEPS BIG SHIPYARD ON STATEN ISLAND SHORE

McAllister Brothers' Plant at Kill von Kull Almost Wiped Out—Excursion Steamers Tied Up for the Winter Saved.

McAllister Brothers' shipyard on Kill von Kull, on the north shore of Staten Island, caught fire this afternoon shortly after 2 o'clock. The entire works were threatened with destruction. The big buildings ashore were quickly wiped out, the docks caught fire and the two drydocks and thirty excursion steamers and barges were threatened. A strong south gale was blowing all the afternoon, making more difficult the work of the fire fighters. The fire started in the McAllister shop and the flames rapidly spread to the pattern shop. An alarm was turned in, but the fire apparatus could not reach the scene of the fire. All the apparatus on the island was finally pressed into service. The nearest hydrant is 800 or 900 feet away from the buildings, which were located on the bank of a gully, the other end of which leads up to the roadway. The blacksmith shop, pattern shop, machine shop, paint shop and other smaller buildings were completely destroyed in an hour. The flames spread along the wharves and to the piers where the excursion boats were moored. The hose was run out on to these piers and the flames kept away from the boats. It was dead low tide and tugs could not reach the steamers to tow them to safety. Fireboats from New York arrived about 3 o'clock and a number of streams were soon playing on the piers and boats. A shift in the wind helped the firemen and saved the boats and drydocks. At 4 o'clock the fire was under control, with every building a mound of ashes. Capt. William McAllister, one of the owners of the shipyard, said that he could not say what his loss had been. Others estimated the damage at about \$150,000. The shipyard was the oldest on Staten Island. It was formerly owned by John Starin, who owned Glen Island. All Staten Island flocked to the scene and the trolley and island railroad trains were put out of commission while the fire lasted. Are You Going South? Tickets: sailing and departing literature of all Southern, West Indian, Bermuda, Central and South American companies line at THE WORLD TRAVEL BUREAU, World Building, 350 Park Ave., N. Y. City. Telephone: Burtina 6000. Ask for Mr. Brainerd and please give him our best regards.

British Destroyers, Called by Wireless, Attack the Raiders Which Dashed Out of the German Naval Base and Slipped Past the Mine Fields.

Many Persons Killed, Churches Damaged and Other Buildings Wrecked by Shells in Scarborough, Hartlepool and Whitby—Sea Battle Still On.

LONDON, Dec. 16.—A squadron of German cruisers, estimated at from four to six in number, from one of the German naval bases appeared off the east coast of England at sunrise to-day and bombarded the towns of Hartlepool, Scarborough and Whitby. A report that a seaside resort called Redcar was bombarded lacks confirmation.

Apparently the German squadron divided off the coast and made two simultaneous attacks at points almost fifty miles apart. As the German vessels withdrew they were attacked by British torpedo boat destroyers, and it is reported that two of the invaders were sunk and that British vessels were damaged in the fight.

Excepting Hartlepool, which has a small fort at the mouth of the Tees, the towns bombarded to-day are unfortified. An obsolete battery at Scarborough was useless against the invaders, and Whitby hasn't a shadow of defense.

MINES SHOOK TRANSYLVANIA, BLOWING UP UNDER HER BOW

Passengers in Panic When Liner Narrowly Missed Destruction at Mouth of Mersey—Report Another Big Ship Destroyed.

The first questions asked by passengers of the Cunarder Transylvania when they reached this port to-day, eleven days out of Liverpool, were: "Have you heard that a passenger ship has been blown up by a mine and lost with all on board? Did the New York of the American line get in?" Every passenger on the ship was shaken and made solemn by their narrow escape from just such a fate at the mouth of the Mersey in the early morning of Dec. 6, when two mines, collided twenty feet off the Transylvania's bow saved her from the fate, which according to the unconfirmed story on board, overtook another ship within wireless reach of them. Capt. W. P. Turner, commodore of the Cunard fleet, was in the chart room. First Officer McGilvery and Third Officer Anderson were on the bridge when the ship left the Mersey. A terrific explosion parted the heavy seas almost under the Transylvania's bow. McGilvery who was not looking toward it was deafened and momentarily stunned. Anderson was blinded for some time. He was knocked down. The ship lifted until her keel forward must have been out of water and trembled from stem to stern. Before she had dropped back there was a second explosion, every bit as fierce as the first. A big piece of metal, tore across the bow, carrying away a section of railing. Capt. Turner took command at once. The bulkheads were closed and men were sent through the old to learn the extent of the damage. Second Officer Collie was routed out. The crew was called to quarters and lifeboats made ready. There was no need to send stewards to rouse the 336 passengers. They came piling out to the decks in their nightclothes oblivious to the cutting gale. They all believed that the ship was about to go to the bottom. All of them testified to-day to a coolness and efficiency of Capt. Turner in making them ready for disaster. In a few moments it was ascer-

The bombardment without warning of unprotected coast cities has aroused great indignation in England. An immense crowd gathered about the War Office to-night, waiting for news of a naval engagement off the east coast between the invading cruisers and British torpedo boat destroyers.

A message received from Hartlepool at 5.25 o'clock this evening stated that a flotilla of British torpedo boats encountered three German cruisers off the east coast in the North Sea early to-day and that the cruisers opened fire. This was, presumably, before the bombardment of the coast towns, which began at 8 o'clock.

A despatch from Scarborough, passed by the London censors, says that eighteen people were killed at Scarborough to-day by the bombardment of German warships.

In one house four persons were killed outright, and in another house three were killed by bursting shells. One hundred were wounded in Scarborough. In Hartlepool four were killed and twenty wounded. One citizen was killed in Whitby.

A Mrs. Merryweather, the wife of a storekeeper in Scarborough, working in the store as a clerk, was killed at her place behind the counter by a shell that demolished the building. Her husband was wounded.

The German cruisers are reported to have scattered mines in their wake to prevent pursuit.

After a previous raid on the North Sea coast, not in as great force as the one to-day, the Germans adopted similar tactics. The gunboat Halcyon was damaged and the submarine D-5 and two mine layers were sunk by striking mines which had been thrown overboard.

NOISE OF FIGHT HEARD ON COAST.

The noise of firing at sea was reported this afternoon from points along a stretch of 100 miles of east coast. The Admiralty admits that "our flotillas have been engaged at various points." The use of the word "flotillas" indicates that the British attack on the invaders was made by small vessels.

The bombardment has created intense excitement in England.

Only fragmentary news is available, as the telephone and telegraph wires are in the hands of the censor.

A report has come from Hartlepool that a terrific battle is in progress in the North Sea not far from that port and that the concussion from the reports of the great guns engaged have shattered windows over an area of twenty miles.

Hartlepool is a manufacturing city of 90,000 people approximately 200 miles northeast of London. Whitby, an old cathedral town, formerly a great shipping port, is 26 miles south of Hartlepool and has 12,000 inhabitants. Scarborough is a seaside resort, 17 miles south of Whitby and has 40,000 population.

Redcar is a small seaside resort 10 miles south of Hartlepool.

The bombardment of Hartlepool and Scarborough, conducted by separate units of the German squadron, lasted nearly half an hour. Wireless messages were sent to British vessels of war in the North Sea telling them of the attack.

(Continued on Second Page.)

For Racing See Sporting Page.